morning.

r engagements are:
Louis Atkins
U B Murray
Archie Cowper
C P DeGroate
D B Van Deren
John Wood
E A Barrow
Florence Thorp
Lizz e Hudson
Marie Wilkes
Marian Mordaint
Mrs. Thorp
Joan Geodrich
Edna Bankson
Genevieve Stebbins
Eleanor Merron
Mrs. J W Hankson
Mabel Leenard
Viola Roseborough
Carrie Lee
Laura LeFlaine
Mrs. Lewis
Minuie Gliroy
Bertha Loeb
Fanny Bert
Mrs. Gilroy
Bertha Loeb
Fanny Bert
Mrs. Gilroy
Baby Leens is and WetherallTL Burleigh
G Mordaunt
Horace Vinton
T MeBride
W Richardson
G W Macnichol
W Richardson
G A Backus
Ignatus O'Byrne
G V Ryder
Julian Mitchell
Harry Harwood
R Moye
W A Rouse
J W Bankson
W Lee
G C Rexford J W Bankson
W Lee
G C Rexford
W Sands
W Scallan
T C Padgett
S Hemple
Louis Barrett
J A Howell
O Stanley
Joseph Mitchell
E B Tilton
C T Apjohn
W A Whitecar
James Maillt, Jr. Mrs. Gilroy Baby Lewis Baby Gilroy.

THE TRIBUNE FRESH-AIR FUND	
Previously acknowledged	2,019 12 22 01 15 00 1 00 3 00 10 00 5 00 5 00 65 53 25 00
Total June 20, 1883	2,170 66
GLUCK ELECTED A CORNELL TR	USTEE.

RESOLUTIONS PASSED BY THE ALUMNI-AN ADDRESS BY THE GOVERNOR.

ITHACA, N. Y., June 20 .- The trustees of Cornell University met this morning and listened to the reading of the annual reports of the president and treas. nrer and the proceedings during the year of the Execu-tive Committee. Ex-Governor Cornell then drove Gov ernor Cleveland to the campus, where the latter officiated at the ceremoules in the afternoon. In the course of his remarks at the laying of the corner-stone of the Cornell-McGraw and McGraw-Fiske memorial building the Gov-

McGraw and McGraw-Fiske memorial building the Governor said:

It gives me great satisfaction to pronounce well and truly laid the corner-stone of the structure which soon shall stand upon this lovely and commanding spot. The State is with propriety represented on this occasion. The institution within the shadow of whose walls this new building is to-day begun, and of which it is an appendage, was founded in part by the State, which has also contributed to its support and maintenance. Its usefulness has fully justified all the expenditure in its behalf, and has demonstrated as a measure of public policy the wisdom of its establishment.

The reference to the aid and support of the State should be merely introductory to the reflection that this aid was secured by the efforts of those who, in advance of their fellows, saw the need and public advantage of an institution conducted upon the experiment here inaugarated. One whose efforts notably did much toward the establishment of this university still directs and guides its course. To him it has been given to see mucon of the fruits of his labors, and be year by year builds for himself in the graffinde and affection of thousands a monument more enduring than brass. Well may this be called Cornell University. Thus is perpetuated the name of one who, by ture-mitting efforts and by gifts of a fortune, stimulated all other efforts and invited every other gift. To this we add the names of McGraw and Fiske, and remember them to day as the men and the women whose faith in popular education and whose love for their kindled them to "do noble things, not dream them all day long." To you the mention of these names gives rise to sentiments of love and gratitude, because they have lived and here did their blessed work. But you shall not alone cherish their memories, nor alone claim their benefactions. Every citizen of the State shall share a pride that such were his fellow-citizens and that their good deeds grew to fullic May the elements deal kindly with it, and may children of

This afternoon the alumni assembled, organized and transacted routine business. The ballot was reached for alumni trustee late this afternoon. On the second ballot J. F. Gluck, of Buffalo, received 88 votes and F. W. Halsey, of New-York City, 49 votes, which elected the former. The following resolution, after a long debate, was passed by a large majority:

Whereas, statements have recently been made derogatory to the present management of the University and its condition and standing, therefore, Resolved, That we, the Almani Association of Cornell University, in annual meeting assembled, re-affirm our loyalty to our university and express our hearty confidence in its president.

For Other Commencements See Second Page.

WEDDINGS YESTERDAY.

In St. Leo's Roman Catholic Church, last evening, Miss Artelia de Leyer, daughter of Mrs. Margatetta de Leyer, was marrie1 to Thomas F. Keating, by the Rev. John Hughes, of St. Jerome's Church, assisted by the Rev. Fathers James Dougherty and McKinnon. John Mossman was the best man, and the ushers were E. W. Riker, V. R. Reynolds, Dennis Noonan and Mr. and two little girls, Mamie and Lucy Flynn. The bride's robe of white satin had a front of heavy velvet brocade, with a flounce of point lace falling over satin plaiting at the side. The corsage was cut low, filled in with lac at the side. The corsage was cut low, filled in with lace and edged with pearl passementarie. The elbow sleeves were similarly trimmed, and the vail of old round point lace was caught with a diamond star and crescent given by the groom. She also were diamond carrings, bracelets and a diamond bar, and mosquetaire gloves, and she carried a bouquet of white roces and files of the valley. The church was richly decorated with flowers, as were the puriors at the Ashland, where the reception was held. The guests included Mrs. H. H. Brockway, Mrs. Thomas Loughran, Mrs. Thomas S. Brennan, Mrs. Thomas Cunningham, Mrs. Mack, Mrs. Fogarty, Miss Mack, and Mrs. William Burus.

Miss Elizabeth Gastlin, daughter of Captain George W. Gastlin, was married to Dr. Samuel M. Johnson last evening, in the Thirteenth Street Presbyterian Church, by the Rev. Dr. Warell, pastor of the church. William N. Penny was the best man. Miss Ida and Miss Annie Gastlin were the bridge-moids. The bride wore a princesse dress of Ottoman silk, with a front brocaded with roses and pond illustrate tulle vail was fastened with white illnes and orange blossoms. A reception was heid at No. 14 Varick-place. The bride and groom will visit Saratoga, the White Mountains and Ningara. CHATTANOOGA, Tenn., June 20.-William B. Thompson

superintendent of the Railway Mail Service, was married here to-night to Miss Emma Key, eldest daughter of ex-Postmaster General Key.

MIDNIGHT WEATHER REPORT.

GOVERNMENT INDICATIONS.

WASHINGTON, June 20. For New-England, partly cloudy weather, rain in northern portions, light variable winds, slight tise fol-lowed by falling barometer, slight changes in tempera-ture. For the Middle Atlantic States, partly cloudy weather,

followed during afternoon or evening by local rains, winds shitting to south and east, no change in tempera-ture, elight rise followed by falling barometer,

HOURS: Mor	gald.	Night.
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Plate College	Line of the state of	HORSE THE STREET
		CONTRACTOR OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON
Bullian Chargon Bill	रित का को ।शानक सर्वेश अर्थ की	

TRIBUNE OFFICE, June 21-1 a. m. - During the clear and partly cloudy weather of yesterday the movement in the barometer was upward. The temperature ranged between 65° and 83°, the average (73%°) being 6° higher than on the corresponding day last year and 1% higher than on Tuesday.

Fair and partly cloudy weather, with slight changes in temperature and chances of occasional light rains, may be expected to-day in this city and vicinity.

FOG AND SULTRY WEATHER.

A dense fog overspead the rivers at an early hour yesterday morning and interfered somewhat with travel by the ferries. Its effect was shown in a considerable increase in the receipts for the passage of wagons and trucks over the Bridge. The fog passed sway in the morning, but the weather remained sultry throughout the day.

A TEXAS LAND SUIT.

GALVESTON, Tex., June 20 .- A dispatch to The News from Dallas says: One of the most important land suits ever entered in a Texas court has filed by George W. Russ, president of New-York, Texas and Mexican Railroad, and law of "Bouanza" Mackey. The plain claims that he sold the defendant 11ff claims that he sold the defendant 1,250,000 acres of grazing lands in El Paso County for 80 cents per acre, to be paid for on November 15, 1882, and that the defendant failed to meet the obligation. Service has been made on the defendant in New-York. The papers are returnable at the October term of the Travis County District Court

The purchase was for the purpose of establishing a figantic stock ranch, in which several European capitalists were concerned, with the intention of organizing a line of steamers and supplying European markets with

HARVARD BEATS COLUMBIA.

THE NEW-YORK CREW 15 LENGTHS BEHIND. COLUMBIA'S PLUCKY STRUGGLE-THE RACE HAR-VARD'S ALL THE TIME,

[BY TELEGRAPH TO THE TRIBUNE.] NEW-LONDON, Conn., June 20 .- The Columbia-Harvard eight-cared shell race was rowed on the Thames River this morning, and Harvard won by fifteen boat lengths. The race was little more than a "procession." Ever since the Columbia crew began rowing on the Harlem River in the early spring the men have been greatly overestimated. Old boating men on that river had turned prophets and had filled the ears of the Columbia men with wise sayings. They had predicted all along a sure victory for Columbia and had encouraged the members of the crew to entertain the belief that they were invincible. The coach of the crew, J. T. Goodwin, said last night that if the crew was defeated he should attribute it in part to their overweening confidence. He had endeavored to convince three or four of the most confident ones of the vince three or four of the most confident ones of the possibility, if not the probability, of defeat, but regreted to say that up to the last moment he had failed. The men had been seen pulling on the Harlem every day and had been highly complimented on their form and stroke. But that was only for a mile or little more. The test was to be made on a four-mile course. The result of all the predictions and flattery was that the crew came to New-London with the race already wen, and all the men had to do, they thought, was to carry home the

This feeling was not only prevalent in the crew, but had disseminated itself all through the college, so that when the early trains arrived here to-day they brought a cargo of enthusiastic and confident students who were willing and did give odds in bet-ting on the Columbia crew. There was certainly no lack of determination to win on the part of the Columbia men, for the treatment they received last year at the hands of the Harvard crew still rankled in their breasts, and they omitted nothing that offered the slightest help. They had trained hard and faithfully and were beyond doubt a good crew; but they lacked some of the essential qualities of successful oarsmen. There was no "lift" in their stroke. They pulled in a perfunctory sort of a way, so that it was almost impossible for an observer to say whether they spurted at all or not.

With their successful rivals it was different. They had been taught, according to their own statements, to believe that they would lose not only the Columbic but the Yale race. There was not very much confidence in Cambridge in the crew this year. To be sure they had met with several mishaps, had lost their two best men, and their stroke, and had only pulled together about a month, but good men had fallen into the vacant places. When it was reported to them yesterday that Columbia was confident of winning they made no reply, but looked as though they proposed to make her

scratch hard for the victory.

THE PREPARATIONS FOR THE RACE. The preparations for seeing the race were sufficient, for the crowd was small-much smaller in fact than at any other race between the crews of the colleges. The grand stand at the finish was sprinkled with a goodly number of college men mostly frem Columbia. The Harvard men have not been numerous. Along the shore there were now and then indications that a man or two had been dropped or deposited there. Along the first three miles of the course there were no sailing craft at all, but at the fluish a few yachts and an army of row boats peppered the water. New-London people gon't seem to take much interest in the Columbia-Harvard race. No attempt was made to provide a Press boat until midnight last night, and that attempt resulted in a rather unsatisfactory manuer. as the Cecile had a hard struggle to keep up with the Columbia crew.

HARVARD LEADS ALMOST FROM THE START. At 10:20 a. m. the signal for calling the crews was given by the referee. The Harvard crew was the first to appear. The men came across from their boat-house to the starting point, rowing in fine form and pulling a lusty car. Five minutes later the Columbia : • a took their position. Both crews bent forward on their oars impatient for the signal to start. "One, two, three, go!" came from Referee Brown, followed by a simultaneous splashing of ours and foaming of water. Harvard tossed the water bauly and so did Columbia, but the latter had a better start. At the distance of five lengths the boats were even, both crews pulling thirtyeight strokes a minute, and all in good form. But the Columbia boat seemed to drag, and before two more lengths had been made Harvard began to forge ahead. Harvard's stroke immediately fell to thirtysix, but Columbia kept up thirty-eight until the half-mile was reached, where Harvard was a half length ahead. The time for the half mile was: Harvard, 2 m. 41 sec.: Columbia, 2 m. 43 sec.

Harvard now settled down to her long, steady stroke, and continually increased the distance between the two boats, reaching the one-mile flag in 5:53, Columbia following in 6:03. The distance between the boats was new plainly perceptible to those following the race in the steam launches. The Columbia men in their launch did not give up The Columbia shell hope at all, for they expected to be behind for the first two miles. But to those persons on the Press boat it was evident that Columbia was already tenten. Harvard had won a lead that Columbia could not easily overcome. The Columbia stroke now feel to thirty-six. The men were all rowing new feil to thirty-six. The men were all rowing in good form. Harvard seemed a little ragged, but soon recovered and went by the mile and a half flag in \$:48 in good trim, Columbia following in 9:03. Between this point and the two-mile flag the Columbia men spurted and gained a little on Harvard's lead. The crews made the two miles in 12:02 and 12:31 respectively. w feil to thirty-six. The men were all rougeog form. Harvard scemed a little ragged.

COLUMBIA UNABLE TO OVERTAKE HER RIVAL. In the next half mile Columbia fell back a little and seemed to be getting into bad form. The starboard stroke was catching the water well, but appeared to be fast losing strength. There was no life in the stroke. Both crews were new pulling thirty-four strokes a minute and splashing badly. A steady breeze had been blowing up the course, and at the two-mile post the water was rough. The time for the two and one-half miles was: Harvard, 15:28; Columbia, 15:58. At the end of the vard, 15:28; Columbia, 15:38. At the end of three miles Harvard was fully twelve lengths ahead. Columbia tried to spurt, but there was no spurt there. Numbers 1, 2 and 3 seemed greatly used up. Van Sinderen, No. 6, was pulling the best oar in the boat. The bow of the Harvard crew was working hard but out of time, and, with No. 3, rather spoiled the form of the crew for a short time. The third mile was passed in 18:25 and 19:13. Harvard was now far ahead and the race ceased to be a race and became a procession somewhat similar to that of the Yale-Harvard race in 1879, when Yale, by hard work, managed to come in the same

THE RACE IN THE LAST MILE. The crews were now in full view of the spectators, who began cheering violently. A few yachts had the audacity to fire off a cannon or two, but beyond this there was little demonstration. The Columbia men had collected in a crowd on the grand stand all ready to cheer and congratulate their crew. Harvard went ever the last mile in fine form and at a rapid pace. Columbia was pulling slowly and in fair form. Both passed the three and one-half mile flag in 21:34 and 22:28 respectively. Columbia spurted, but to no purpose. men were outrowed. In the last mile Harvard kept increasing the lead until at the finish there was a distance between the two boats variously estimated at from fifteen to twenty lengths. Harvard crossed the finish line in 24:42, Columbia in

At the finish both crews seemed somewhat used up. The Harvard oarsmen immediately rowed to the float, got into their launch and towed their shell back to the quarters. The Columbia men also went back in their launch. Neither crew was seen in New-London during the afternoon. The time made by both crews is fair considering the condition of the tide and wind. A strong headwind blew up the course, causing rough water for the last two miles of the course. It was not particularly smooth at the starting point. The tide was running out slowly. It was what oarsmen call "slow water." The officers of the race were as follows: Referce, F. G. Brown, of the Nassan Boat Club, of New-York; indges-for Harvard, Professor Agassiz; for Columbia, J. T. Goodwin: time-keepersfor Harvard, Charles B. Curtis, jr.; for Columbia, R. C. Cornell; judges at the finish-for Harvard, L. E. Sexton; for Columbia, F. J. H. Merrill.

The result of the race was a great mortification to the Columbia men. They left town by the first train and could hardly walt for that. The erew will disband to night and will start for New-York on the City of Worcester at midnight. The Harvard erew will continue to train for the Yale race on June 28. The Harvard and Columbia freshmen At the finish both crews seemed somewhat used

race will be rowed here on June 27. Both crews are

practising on the river every day.

A comparison of the time with the record is interesting. Harvard defeated Yale in 1877 in 24:36, in 1878 in 20:44 3-5, and in 1879 in 22:15. In 1880 Yale won in 22:15; in 1881 Harvard defeated Columbia in 21:45, and was beaten by Yale in 22:13. Last year Harvard defeated Yale in

HOW THE YALE MEN REGARD THE RESULT. The result of the race was satisfactory in a cer tain way to one party at least, and that was Yale. Had Columbia won, and had that victory been followed by another for Yale, there would have been an unpleasant state of affairs between Yale and

AT THE STATE CAMP.

INCIDENTS IN MILITARY LIFE. A SCARED GUARD-DIETARY PRECAUTIONS-RIFLE PRACTICE-REVIEW OF CADETS.

[FROM A SPECIAL CORRESPONDENT OF THE TRIBUNE.] STATE CAMP OF INSTRUCTION, PEEKSKILL, to 1 0678. July corn fell to 5234. June 20 .- The 71st is improving in everything relating to a practical soldier's life except that of guard duty. As an instance of this deficiency, last night Colonel Vose was halted by a guard, who came up on a run and cried, 'Who goes there?" Nobody goes there," was the answer. When the guard saw it was the Colonel he gave an agonized "Oh!" while his commander proceeded to instruct him. No sooner had the Colonel departed than the fearful cry rang out on the early morning stillness : "Corporal of the guard! Man dying on post 9." The surgeon was quickly on the spot, only to discover that the nervous shock to the sentry had been so great that he was really in a fit, from which he recovered shortly

To-day the regular routine work has been gone through with, including guard mounting, battalion drill, practice at the butts and dress parade. The guard mounting was accomplished with less errors than on any previous oc casion. The battalion drill occupied an hour and a balf. The dress parade was so well done last night that several officers of the 7th warmly congratulated Colonel Vose, and to-night it was equally deserving of praise.

MEAT FORBIDDEN ATSUPPER. It having been found that the men were eating too nuch meat to produce the most satisfactory physical results, Surgeon Allen ordered for the first time since coming into camp that no meat should be served at supper to-night. Instead they were given much and milk stewed prunes and bread and butter, and in future more vegetables will be served at dinner.

Rifle practice, so far, has slightly dragged. On Monday Captain Ripley, Inspector of Rifle Practice, had a company at the butts and finished with them on Tues day. On the same day Company C practised at the range, and in the afternoon B and F companies inished all except voltey firing and skirmtsh drill. Company G was out this afternoon and completed all of their practice except the 500 yards range, volley practice despite the property of the process of the process of the butter and the field and staff and non-commissioned staff showed what they could do as sharp shooters. Captain Ripley complains that the facilities for rifle practice are entirely inadequate to the rapid work required.

REVIEW OF CADETS AT ALBANY.

Yesterday Adjutant-General Farnsworth and Acting Assistant Adjutant-General Phisterner were in Albany. One f the leading annual events at the State capital is the eview and parade of the Albany Academy Cadet Corps of which Colonel Phistorer is the military instructor of the leading annual events at the State capital is the review and parade of the Albany Academy Cadet Corps of which Colone! Phisterer is the military instructor. The review yesterday took place in Washington Para.

The bestation of cadets was commanded by Major Henry V. Young, and Companies A., B. and C. respectively by Capitains Vanantwerp, Cleott and Bacon. Until Governor Cornell's time it had been the habit of each successive Governor to review the cadets; since then the Adjutant-General has performed that duly. Yesterday they were reviewed by Adjutant-General Faras-sorth and two members of his staff. Thereview was followed by a severe competitive drill, which showed remarkable proficiency on the part of the youthful seidiers. The judges in the competitive drill were Brigadier-General Oliver, of the Fifth Bricade, Lieutenant Patten, 18th U. S. Infantry, Military Instructor at the River View Academy, Poughkeepsie, and Lieutenant Armstrong, 1st U. S. Infantry, recruiting officer at Albany. A dress parade, which some restage, closed the milliary apscuacle.

Colonel Phisterer returned to camp to-day. Adjutantments of the N. G. S. S. I. Inight and second tage, closed the milliary speciacie. Colonel Phisterer returned to camp to-day. Adjutant-General Townsend will return to camp on saturday, and Paymaster-General Eich and Assistant Paymaster-General Rice will be here on Friday.

PREPARING FOR THE SEVENTH. Colonel Emmons Clark, of the 7th Regiment, was a visitor here this morning. He expressed himself as entirely satisfied with the arrangements here, and says his men are enthusiastic over the idea of coming into camp. His estimate of the strength of the 7th which he will His estimate of the bring here is as follows:

bring here is as follows:

Fleid and staff, 10; non-commissioned staff, 10; ComFleid and Staff, 10; Last Staff, 10; ComFleid and Staff, 10; Last Staff, 10; ComFleid and Staff, 10; ComFleid an

b3: G. 90: II. 75; I. 80: R. 30: Panet of the Battery and 25; fifers, 10; total, S78. The 7th will go from their armory by the elevated trains to the Battery and embark on the Long Branch at the Barge office at 1 p. m., Saturday. On Friday night of next week they will give a mock dress parade and a bail in the evening. Annual inspection of the 71st takes place at 3:30 p. m. to-morrow, by Inspector-deneral Briggs. At 1 o'clock the Veteran Corps of the regiment will arrive at Red Hook dock, where they will be met by Company C, Captain Lee, and the drum corps, On reaching the guaro tents they will be met by the full band and matched to regimental headquarters, where they will be received by Colonel Vose.

OBITUARY.

BISHOP COLENSO OF NATALA DURBAR, June 20.-The Right Rev. John William Colenso, D. D., Bishop of Natal, is dead.

graduated with honors in 1836 at St. John's College, Cambridge, of which heafterward became a Fellow. He was Assistant-Master of Harrow School from 1838 to 1842; tuter at St. John's College from 1842 to 1846, and Rector of Forncett St. Mary, Norfolk, from 1846 to 1854. In the later year he was appointed Bishop of Natal, South Africa. In 1862 he published a work on "The Pentatench and Book of Joshua." This work was condemned by the Convocation of Canterwork was concenned to be deposed by the Metropolitan, the Bishop of Cape Town. The validity of his deposi-tion, however, was denied in 1865 on an appeal to the Prvy Council. Bishop Colenso published several works on algebra and arithmetic, some volumes of sermons and "Ten Weeks in Natal" (1855), and "A Translation of the Epistic to the Komans "(1861.)

ARCHBISHOP WOOD. PHILADELPHIA, June 20.—Archbishop Wood led at ten minutes past 11 o'clock to-night.

Archbishop Wood was born in Philadelphia on April 27, 1813, of English parentage. When a youth he was sent to England to be educated, returning to Philadelphis after an absence of five years. From 1827 to 1837 he was connected with Cincinnati banks. He then went to Rome to study for the priesthood, where he remained seven years. He was ordained priest in 1844 and soon after was appointed assistant rector of the Cathedral in Cincinnati-an office which he held for nearly ten years. Chelmati—an office which he held for hearly tell years.

He was then appointed to the pastorate of St. Patrick's Church, Chelmati. He was consecrated Coadjutor Bishop of Philalelphia by Archbishop Purcell on April 26, 1857, succeeding in 1860 to the full bishopric. In 1870 he was elevated to the Archbishopric of

GENERAL CHARLES EWING. Washington, June 20,-General Charles Ewing, formerly of Ohlo, died this morning of pneunonia, after a short illness. General Sherman had ar ranged to leave this morning on his annual inspection

our, but his departure will be postponed until after the funeral of General Ewing. General Ewing was a sou of the late Senator Thomas Ewing, of Ohio, and brother of General Thomas Ewing, jr. He entered the Army in May, 1861, as a captain in the 13th Infantry, of which his brother-in-law, General Sherman was the colonel. He served with distinction throughout, the war on the staff of General Saerman. In 1863 he was made a brevet-major for gallant service during the was made a brevet-major for galant service during siege of Vicksburg, and in September, 1804, he was made a brevet lieutemant-colonel for gallant service during the Atlanta campaign. In 1865 he was made a brevet-colonel in the Regular Army for his services during the war, and also a brigadier-general of volunteers. He was transferred from the 13th to the 22d Infactry on September 21, 1866, and on July 31, 1867, he resigned from the Army. Since then he has been practising law in Washington.

COLONEL W. C. PATTERSON.

PHILADELPHIA, June 20 .- Colonel W. C. Patterson, president of the Union Trust Company, died this morning at his residence in West Philadelphia. He has been ill for several weeks, and his death has been looked for almost daily. Colonel Patterson was well known in the financial world. He was in his seventy-

THOMAS A. TULLOCK. ATLANTIC CITY, N. J., June 20 .- Thomas A. Tullock, Postmasier at Washington, D. C., died this morning at the Scabright Hotel of a tumor in the throat.

TWO MORE FAILURES.

CHICAGO COMMISSION FIRMS SUCCUMB. A FALL IN PRICES-A RALLY LATER-THE FEELING GROWING BETTER.

[BY TELEGRAPH TO THE TRIBUNE.]

cent higher than it was twenty-four hours ago, corn

12 a cent higher, and lard a trifle higher, notwith-

standing that there were two bad failures to-day, a

rather sensational decline, especially in grain, this

forenoon, and a renewal for a short time of the alarm

which has been prevalent ever since last Saturday

A little before noon George Stewart & Co., one

of the largest and best provision com

mission houses on the Board, ordered its trades

closed out, announced its inability to put up more

margins and suspended. Shortly after a smaller

firm, but one which had always been in excellent

repute, John Dalley & Co., suspended. Upon the

announcement of these failures there was a precipi-

tate drop in all sorts of produce. Pork tumbled 15

@30 cents a barrel. Lard, which had opened low,

went a little further, but wheat and corn suffered

the most. July wheat reached the lowest point

touched during the panic-1 0434. August dropped

FEARING ANOTHER PANIC.

For a moment there was a renewal of some of the

scenes of yesterday and Monday, and even of last

Saturday. There followed the wild antics of weak-

kneed men, and it became almost the conviction

that the relief which everybody had supposed had

come was, after all, illusory, and that the panic was

to be re-enacted. During the forencon there were

plain efforts put forth by certain "bears," promi-

inent among whom were Lester & Co., to do some

wrecking. Margins were "called" recklessly, not

common subject of comment.

the times.

duce this afterno

M'GEOCH'S AFFAIRS.

efforts and the labors of the force of the suspended

a greater sum than its partners supposed.

CLOSING PRICES IN THE MARKET.

stopped at 16.90, August at 17.0212. September at

A STATEMENT BY MR. MITCHELL.

M'GEOCH LARD POOL.

[BY TELEGRAPH TO THE TRIBUNE.]

and I had nothing whatever to do with that or any other

SEQUELS TO PARKS'S SUSPENSION.

on Tuesday, settled all its differences on stocks yester-

them no more closely than on the previous day. The bulk af the firm's linbilities will be

expected that these will be much less than was antici-

NOBODY PITIES THEM.

A Chicago dispatch to THE NEW-YORK TRIB-UNE lately stated that millions of dollars were "in-vested" in west and corn on our board by some New-York and Connecticut capitalists who have undertaken to manipulate the future course of prices. These facts

give an idea of the vast sums which are nowadays adventured on the Board of Trade in the attempts to make an unnatural and inhuman profit by creating artificial prices for food. Deep as is the indignation which such a use of wealth justly excites, there is one comic element in this tragic play with isubsistence. It is the righteous wrath of the man who is making an artificial price with those who have made an artificial iard. He is adulterating prices. They are a suiterating commodities. One attacks the life of the poor by giving them homicical food; the other attacks it by robbing them of the means of buying as much food as their money ought to procure if themar kets were left to their natural course. As these gentry have failen out there is some hope that the rest of us may get our rights. If the exposure of the adulteration of lard can be revenged by an exposure of the adulteration of the price of lard the "honors" will be easy. Let the good fight go on. CHICAGO, June 20.-Wheat has advanced 34 and I cent a bushel within the last hour, corn fully as much, pork 10@15 cents a barrel, and lard 212@5 cents a hundred pounds. To-night wheat is nearly 1

OTHER FAILURES IN BUSINESS.

PITTSBURG, Penn., June 20 .- In regard to the proposed meeting of the creditors of Graff, Bennett & Co., from manufacturers, this afternoon, John Graff said to-day that no statement would be made; it would merely be a meeting to discuss the best plan to pursue. Their assets, he said, are ample to cover all liabilities. Sr. Louis, June 20.—The Williamson & Stewart Paper Company have made an assignment to J. P. White, Their assets are \$152,000, subject to a deed of trust for nearly \$100,000. The company, which had a capital stock of \$50,000, comprised Charles Stewart, Joseph E. Lawton, George Lane and Frederick Williamson, Mr William seorge Lane and Freedrick windshoot. At Windshoot. Son says the immediate cause of the failure was a threat on the part of Mr. Lawton to apply for the appointment of a receiver. For five years the firm had sustained heavy loases. He says the liabilities can be placed at \$219,500, of which \$100,000 is preferred. The assets are placed at \$202.385, heliuting open accounts. are placed at \$202,385, including open accounts \$96,000; stock, \$96,000, and bills receivable, \$10,000

RAILWAY INTELLIGENCE.

MILK RATES ON THE HARLEM ROAD. ANOTHER HEARING BEFORE THE RAILROAD COM-

MISSIONERS. The Railroad Commission finished its investigation of the question of milk rates on the Harlem Railroad yesterday. All the Commissioners were pres-ent. Charles B. Meyer, counsel for the thirteen peti-tioners, assisted by Nelson B. Killmer, who is the person principally interested in starting the investigation, conducted the case against the railroad company, while Mr.

only without consideration for the people " called," Depew appeared for it. Superintendent Bissell, of the Hudson River and Harbut without consideration for the necessities of the case. Calls were especially made, it lam Divisions, testified that the average daily receipts of 1,763 cans, which he had mentioned at the last hearing, is said, by the "bears" upon houses concerning were based upon the record of receipts kept by the rail-road company. Mr. Meyer submitted a table of receipts which there were rumors, and in some instances as much as 7 cents and even 15 cents under the marmade up from newspaper reports, by which he desired to ket. It is said, for instance, that special efforts show that the statements submitted by the railroad were made by certain of the "bear" houses to company were inaccurate. The Commissioners at the wreck Lindblom & Co. and one or two other houses request of Mr. Depew said that they would verify all believed to be "long" of wheat, and which conrequest of Mr. Dependence and the trailroad company's books. John Burlinson, who superintends the milk business for the railroad company, testified that sequently were giving the market some support. Fortunately these calls were without effect and the houses upon which they were made were not the average number of cans received each day in 1882 was between seventeen and eighteen hundred. only strong enough to protect themselves but The Crommissioners showed evident weariness at the were strong enough to retaliate. These vicious

slow progress the investigation was making under the assaults for speculative purposes were at night a system of cross-examination of witnesses and in other ways. Mr. Depew said that so far as Mr. Killmer and THE SUSPENDED FIRM OF GEORGE STEWART & CO. Mr. Meyer were concerned, the matter was purely a George Stewart & Co. have been here for many years and have always been set down as rich. They suffered a loss of \$35,000 upon nearly 10,000 traces of lard which they had sold McGeoch, Everingham & Co., but which that firm after its failure was not able to take. Besides, the firm has been "bullish" in provisions and was "long" of pork and lard for customers who were not prompt in responding to calls for more money.

The suspension, however, to-night is pronounced by P. D. Armour to be till advised. "They went to their banks for a little money," said Armour, "and they were advised to stop. I nover knew of it until they had self of those that they are solvent. My interests and inclinations, indeed, are such that to-night, or at any time until this flurry is over, I would help any respectable firm which was temporarily embarrassed. The worst of this is all over," said Armour. The markets to-night are all higher. The demand for this product at these figures is enormous. In the last three days I have sold to jobbers nearly 40,000 thereose of lard. Now, mark my word, this menth I will cut the stock of lard in town square in two.

The irm of John Dalley & Co. is also a provision made on all sides for margins.

A FERLING OF RENEWED CONFIDENCE.

M. S. Nichols & Co. began paying their checks this afternoon again, and are paying all demands in full. In fact, their condition was sooned that they did not touch the \$50,000 which Armour placed to their credit at the Continental Bank. This resumption is the most cheering sign of the trunk line presidents was caused and the trive of the times.

The hard of the money of the continent and the continent of the con George Stewart & Co. have been here for many speculative one. Mr. Killmer was formerly a wilk years and have always been set down as rich. They dealer and he had secured from formers assignments in

MEETING OF TRUNK LINE PRESIDENTS. Bank. This resumption is the most cheering sign of A meeting of the trunk line presidents was The very considerable advance in all sorts of held at the office of Commissioner Fink yesterday afterproduce this afternoon is pronounced only a reflec-tion of the renewal of confidence and improvement in the feeling, condition and courage of all the operators in this market. The market during the week, both for provisions and grain, has been alto-gether beyond the ordinary influences. No regard has been had to the supply of property, and just as little to the demand. This is the condition of things. There were present President Jewett of the President Roberts of the Pennsylvania, President Rutter of the New-York Central, and Vice-President Garrett of the Baltimore and Ohio. The Grand Trunk Railway was represented by Joseph Hickson, general manager, who is accompanied by L. J. Sargeant, its traffic manager. Although

a presidents' meeting has been contemplated for the last to or three weeks, there is reason to believe that the meeting yesterday was held at short notice. The session was not protracted. The occasion of the meeting was the unsatisfactory

little to the demand. This is the condition of things. Still no attention is paid to receipts or shipments of grain or of hogs, or of provisions. Those who are in a position to know, however, say that the situation is all the while improving. Arrangements, it is announced, have been made to ship this week a large quantity of wheat for New-York, and corn has all the while been moving out of here at a great rate. Provisions, according to Mr. Armour, are being sold to consumers at present prices at a rate intherto unrelations between the Grand Trunk and the other trunk lines since the Delaware, Lackawanna and Western Railroad opened its line to Buffalo. To secure basiness that company has been forced to make concessions from the schedule rates which the trunk lines have adopted, McGeoch's affairs are being settled very slowly The Grand Trunk Railway has been its principal connecessarily by the receiver. Mr. Bensiey, a veteran nection west of Buffalo, and the other trunk lines have commission man himself, has been devoting his held the Grand Trunk responsible, in large measure, for the continued cutting of rates by the Lackawanna. It firm to relieving, as far as possible, the houses the continued cutting of rates by the Lackawanna. It has been known that the trunk lines which have been affected most seriously by the active rivalry of the new line have met its reduction in rates, but the Pennsylvania Railroad has not witnessed this general cutting with equanimity. It is understood, indeed, that it has made vigorous attempts to end it. President Floan of the Lackawanna refused to join the trunk line pool for the general reason that the company had not perfected its connections beyond Buffalo, but he finally assured the Commissioner that he would maintain schedule rates and for the personal information of the Commissioner would furnish him a statement of the Lackawanna's traffic. which had up margins. One hundred thousand dollars put up on trades which belonged to various houses were signed down to-day, and in many inhouses were signed down to-day, and in many in-stances undoubtedly were welcome at this time when money is so scarce. It will take three when money is so scarce. It will take three mouths, so says the receiver, to close up the \$10,000,000 of trade upon the firm's books on McGeoch's accounts and for customers scattered all over the country. The firm is not likely to have much to pay with; it is likely to owe even

would furnish him a statement of the backs straffle.

It has been hinted that the Grand Trunk might be forced to sever its connection with Lackawanna on through business or to place itself in antagonism with the other trunk lines. It is understood that the assurances of the Grand Trunk and the Lackawanna Companies were considered at the meeting yesterday a efficient guarantee that the existence of the pool was not imperilled at present. At any rate, it was officially stated at the Commissioner's office that no action had been taken by the presidents. One of those present at the meeting said last night that the utmost harmony existed between the trunk lines and that there was no necessity for any definite action by the trunk line presidents. June lard to-night closed at 9.55, July, at 9.70, August at 9.80 and September at 9.921g; July pork 17.17¹₂; June wheat closed on the "call" at 1 05¹₄, July at 1 06⁷₈, August at 1 09¹₈, September at 1 11¹₈, July corn at 54³₈ and August at 54⁵₈. HE DENIES HAVING ANYTHING TO DO WITH THE

THE NEW ROUTE TO CHICAGO.

The latest through route to Chicago by the MILWAUKEE, June 20 .- Your intimation that Erie Railroad was formally opened yesterday, although I was a member of Mr. McGeoch's lacd pool is without any foundation. I was never consulted in regard to it trains have been running since Sunday night. By the invitation of the Chicago and Atlantic Railway Com-pany, a number of railroad officials, representatives of pool. I have never had any personal interest in the grain or provision market, and I have always condemned all combinations to corner them.

ALEX. MITCHELL. the press and business men inspected one of the solid Pullman trains which are to run over the new route, at the Erie Depot in Jersey City yesterday afternoon. The train consisted of two baggage cars, two passenger coaches, two sicepers, a second-class car and a buffet The firm of R. H. Parks & Co., which failed moking coach. The day coaches are equal to drawingroom cars in comfort, convenience and beauty. They are finished in natural woods, with roomy and easy day and at once sent notice of the settlement to the Stock Exchange. In regard to the other liabilities of the seats upholatered in crimson plush. A new feature of seats uphoistered in crimson plush. A new feature of these conches is a well-arranged layatory. The buffet smoking cars are noveities in railroad travel and provide the travelier so inclined with all the advantages of a cafe. They are fitted with settees and revolving chairs. The Pullman sleeping coaches possess all the latest appointments conductive to luxary. The cars are painted on the outside a rich olive brown. A lunch was served to the guests, James Buckley, the General Eastern Passenger Agent of the Eric Railway, acting as hostd. The new train leaves Jersey City for Chicago at 8 p. m., and covers the entire distance in thirty-six hours without change of cars. in, one of the partners said the amount had not been ascertained and that he could estimate to customers for margins deposited with it. It is expected that these will be much less than was anticipated at first and that they will be paid in full. Some of the largest creditors expressed confidence that they would suffer no material loss. It was admitted that the settlement with M. S. Nichols & Co., of Chicago, would have a great bearing on the affairs of the New-York firm. No information from Chicago was received by Parks & Co. yesterday.

THE RIGHT TO CROSS THE BRIDGE,

bearing on the affairs of the New-Tora number of the matten from Chicago was received by Parks & Co. yesterday.

Upon the receipt at the Produce Exchange of displacines in the morning of two more failures in Chicago, the lard market broke and declined to the lowest prices of the state of the lowest prices of Tuesday night, July deliveries being quoted at \$9.95. At these figures there was a fair proportion of trading. The wheat and corn market was also feverish in the early part of the day because of the reported additional failures. Wheat declined from 1 to 1½ cents a bushel, and cornsfrom ½ to ½ of a cent a bushel. Later in the day less disquieting reports from the West and the statement of Parks & Co. caused an improved confidence, and the market railted, recovering nearly all that was lost in the carlier hours. The New-York and Brooklyn Elevated Railroad Company, of which W. T. Sprague is president, which was incorporated three years ago to build a line from Forty-second-st., New-York, over the Bridge and through Brooklyn to Coney Island, has taken steps to through Brooklyn to Coney Island, has taken steps to ascertain whether, under the General Railroad act, it, can run cars over the Bridge. The same question is under discussion in regard to the New-York and Brooklyn Marine Railway Company, incorporated in 1879 by Austin Corbin, Aifred C. Chapin, charies L. Flint and others, to cross the East River by the most direct and feasible route.

NORTHERN PACIFIC EARNINGS. At a meeting of the Executive Committee of the Northern Pacific Railroad Company yesterday
the treasurer and anditor were directed to prepare an
account of the net earnings in their relations to the preferred stock as soon as possible. It was rumored that

THE NORFOLK AND WESTERN. PHILADELPHIA, June 20 .- The directors of the Norfolk and Western Railroad Company met in this city to-day. George F. Tyler resigned his position as president of the company, and F. J. Kimball, who has been first vice-president of the company since its organization, was unanimously elected president. A. J. Hemphill, of the Pennsylvania Railroad Company, was elected secretary, to fill the vacancy caused by the promotion of G. R. W. Armes to the position of treasurer. James P. Scott resigned his position as a director of the company and E. W. Clark, formerly president of the Lohla Coal and Navigation Company, was manimously chosen to fill the vacancy.

THE VERMONT CENTRAL.

ST. ALBANS, Vt., June 20 .- The stockholders of the Central Vermont Railroad held their adjourned annual meeting here to-day and elected the following directors: Joseph Hickson, of Montreal; B. P. Cheney, of Boston; J. R. Langdon, of Montpeller; W. H. H. Bing-ham, of Stowe; E. H. Baker, of Boston; and J. Gregory Smith and E. Curtis Smith, of St. Albana.

MISCELLANEOUS RAILROAD INTELL IGENCE. Boston, June 20 .- The Toledo, Cincinnati and St. Louis system of railroads has issued a circular in relation to a scheme to exchange its income ponds for preferred stock, which will be entitled to vote at a stock preferred stock, which will be entitled to Yote at a scool, bolders' meeting equally with the common stock, and which will be issued in shares at \$50 each. Twenty shares of the preferred stock will be exchanged for an income bond of \$1,000, or par value for par value.

Ogden, Utah, June 20.—The Denver and Rio Grande,

Atchison, Topeka and Santa Fé, and Burlington and Missouri River ratiroads announce their intention of changing their time jointly on July 1. Close connections will be made with the Central Pacific at this point and the running schedule will be sufficiently reduced to afford practically the same through time between Sas Francisco or Ogden and the Missouri River as will be made under the new schedule of the Union Pacific. It is also probable that a second daily passenger train will be placed on these lines east of Ogden, and as all the roads are in good condition, competition in fast time across the continent seems imminent. Ognessburge, N. V., June 20.—The annual election of

Ogdensburg, N. Y., June 20 .- The annual election of directors of the Ogdensburg and Lake Champiain Rail-road was beld here to day and the following were elected directors for the ensuing year: Walter L. Frost, W. A. Haskell, Emmons Raymond, J. Thomas Vose, Pete Butler, Warren K. Blodgett, David P. Kimball, Sterne Morse and S. A. Carlton, of Boston; James H. Rutter, of New-York; Horace Fairbanks, of St. Johnsbury, Vt.; W. J. Averell, of Ogdensburg, and D. W. Lawrenes, of Malone, Subsequently Walter L. Frost was elected president in the place of W. K. Biodgett, who declined a re-election, and H. A. Church, secretary and tre asurer.

TRANSATLANTIC TRAVELLERS.

The steamship Scythia, of the Cunard Line sailed yesterday for Liverpool with about 300 salour passengers. Among them were John Cadwalader, Mrs. Cadwalader and child, the Misses Cadwalader, Master Cadwalader, John W. Hamersley, James H. Hamersley, Miss Helen R. Hamersley, the Rev. Dr. John R. Paxton, Miss Grace Howard Potter, the Rev. and Mrs. M. Burnham, Mr. and Mrs. Henry Scers, Thomas Chase, Miss Caroline Chase, Andrew Comstock, Miss Clara Comstock, P. Comstock, General and Mrs. Isaac L. Catlin, of Brook lyn; Mrs. Charies Carow, the Misses Carow, Samuel K. Crawford, Mr. and Mrs. Charles H. Crump, W. H. Davenport, Miss Davenport, Colonel B. G. Daniels, Mr. and Mrs. A. Disbecker, Mrs. S. P. Farrington. Baroness Gevers, the Rev. and Mrs. William Benton Greene, Mrs. J. C. Bunter, Mr. and Mrs. George Johnston, Charles O. Kemp, Mr. and Mrs. Robert F. Little, Mr. and Mrs. Lawrence Lewis, fr., Colonel and Mrs. Alexander Moore, C. D. McArthur, Mrs. J. C. McArthur, Mr. and Mrs. C. D. Nelson, Professor W. S. Piatt, Mr. and Mrs. Edward Rincon, Mr. and Mrs. Leonard K. Shaw, W. G. Saltonstail, Mr. and Mrs. Granville Sharp, Mrs. M. M. Travecz, the Rev. R. W. Thrupp, Mr. and Mrs. J. D. Weeks, Mr. and Mrs. James A. Webb, Mr. and Mrs. J. D. Weeks, Mr. and Mrs. F. Mills Yond.

There arrived on the Auchor Line steamer Ethiopia, from Giasgow, Edward Blockhall, Mr. and Mrs. William Collins, Andrew Dreyborough, Mr. and Mrs. George Dickson, Mr. and Mrs. John Dion, Mrs. J. S. Fiddes, and Robert Urquhart, of Edinburgh. lyn; Mrs. Charies Carow, the Misses Carow, Samuel

FETE OF ST. DAVID'S SOCIETY.

The sixteenth national fête of the St. David's Benevolent Society was celebrated yesterday is Union Park, at One-hundred-and-thirty-third-st. and Southern Boulevard. The contest of the day was a tag of war between married and bachelor members of the club, fifteen on a side. The benedicks were marshalled under Captain John Hughes and the bachelors fought with Captain W. H. Williams. The young men made a game struggle, but had to succumb to the seasoned muscle of their elders. After the games the sons and daughters of St. David retired to the dancing partition and enjoyed the delights of the dance until a late hour.

Refreshing. Lundberg's Rhenish Cologue,

Coconine kills daudruff, allays irritation, and promotes a

MARRIED.

ARENT-McCULLOCH.-On Tuesday, June 19, 1883, by the Kev. Joseph R. Kerr. Annie, daughter of Hugh Mc Culloch, of Sagua. Cuba, to Charles Arent, of this city.

Culloch, of Sagua. Cuba, to Charles Aront, of this city.

JENKINS-MURRAY.—At Eighty-fourth Street Presby
terian Church, on June 13, by the Roy. A. G. P. Atterbury
Wiltiam R. Jenkins to Jeannette, daughter of James Irvin
Murray, esq.

KELLOGG—ALBRO.—On Tuesday, June 10, 1833, at St.
Androw's Church, by the Rev. Albert S. Hull, assisted by
the Rev. Francis Lobdell, Heieu M., daughter of Edmund
W. Albro, to Androw H. Kellogg, ail of this city.

MCNAMEE—LoRD.—At Clifton, States Island, on Thursday
June 14, by the Rev. J. C. Eccleston, rector of St. John's
Church, Theodore Holmes McNames, of New Brighton, to
Annile Morgao, daughter of Rouben Lord, esq., of Clifton,
Staten Island.

All notices of marriages must be indorsed with full

DIED

ARTHUR—in Brooklyn, on Sunday, June 17. Helen Sophia, widow of the late William Arthur, in her 63th year. Relatives and triends of the family are respectfully invited to attend the funeral from the Church of the Holy Trinity, corner of Clinton and Montague sta., on Thursday, at 3.36 corner of Clinton an o'clock p. in. Please omit flowers.

Please omit nowers.

BROADWELL.—On Tuesday, 19th inst., at Orange, N. J.,

Eliza Jane, wife of Sherman Broadwell.

Funeral from the residence of her sou In-law, William Cooper,

Highland ave., Orango, on Thursday atternoon, the 21st, at

2 o'clock.

Trains leave Barelay-st, for Highland Station 1:10 p. m. STARBUCK —Of diphtheris, on Wednesday, June 20, 7 daughter of W. H. and Thine E. Starbuck, aged 1 year 7 days.

meral private. TUCKER—At Roxbury Highlands, Boston, Mass. June 15, Mary Porter, wife of Joseph W. Tucker, and last surviving child of the late Samuel Porter, of Portland, Me. Manue papers please copy.

Special Notices.

The NEW-ENGLAND GRANTE WORKS, Hartford, Coan.
Quarties and Workshop, Westerly, R. L.
Fine monumental and builting work in Grants. Drawings and estimates furnished without charge. Correspondence to lidited. N. Y. Odies. 1, 321 B. way. C. W. CANFIELD, Agr. Headquarters for good, reliable, painless Dentistry; forty years' practice, prices reduced. Good Rubber sets from \$3 upward. Fine Gold and Platina work on best terms. Best Fitting from \$1 up. Extracting under gas, 30 cents. Dr. WAIT & SON, 45 East 23d-st., near 4th-ave.

Phillips's El te Directory of New-York is published, Avenue St. Nicholas, Bonlevard,

Mount vernon, Olinville, Riverdale, Spayten Dayvil, Tremont, Washington Heights, Washington Heights, Woat Farms, Yonkers, Gramercy Park, Beekman-place, Lyone, place, Lexington ave., Madison ave., Beckman-place,
Irving-place,
Lafayette-place,
Lafayette-place,
Lafayette-place,
Livingston-place,
Mitchell place,
Prospect-place,
Spencer-place,
Spencer-place,
St. Luke's place,
St. Luke's place,
University-place,
Vannest-place,
Washington-place,
Washington-place,
Washington-square,
Washington-square,
Washington-square,
Washington-square, Mount Morris-ave.,

Morrisania, Union-Square,
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Invaluable for reaching private families direct by circular,
tent everywhere, C. O. D., \$6. W. Funking & Co. are the
ole publishers, proprietors and original authors. \$1 Nassau-

Foreign mails for the week onding June 23, will close at this three as follows:

Foreign mails for the week cashing June 23, will close at this office as follows:

THURSDAY—At 11 a. m. for Brazil, per Sa. Jerome, via Para; at 11.00 a. m. for France, Germany, etc., per Sa. Gellert, via Plymouth, Cherbourg and Hamburg detiers for Great Britain, and the European countries must be directed 'per close. City of Alexandria, via Havana, at 1:30 p. m. for Europe, per Sa. Cello, via Quecenstown.

FRIDAY—At 10 a. m. for Jamaica, Hayti, Savanilla, etc., and timon, per Sa. Alvena; at 7:30 p. m. for Transillo and Rustan, per Sa. Et B. Ward, fr. via New-Orleans.

SATURDAY—At 10 a. m. for Jamaica, Hayti, Savanilla, etc., and timon, per Sa. Alvena; at 7:30 p. m. for Transillo and Rustan, per Sa. Et B. Ward, fr. via New-Orleans.

SATURDAY—At 10 a. m. for Europe, per Sa. City of Chester"); at 4 a. m. for Europe, per Sa. Hibpig, via Chasgow; at 4 a. m. for Europe, per Sa. Habbourg, via Southampton and Bremen; at 1:30 p. m. for Cuba and Porto Rico, per Sa. Newport, via Havana.

Mails for China and Japan, per Sa. Arabio, via San Francisco, close here June "71, at 7 p. m. Mails for Australia. New-Zoulaud, Sandwich and Fiji Islania, per Sa. Zealandia, via San Francisco, close here June "23, at 7 p. m.

Post Office, New-York, N. Y., June 16, 1883.

*The achedule of closing of trans-Pactific mails is arranged on